

SUPPLEMENT

2006-2012 MODEL SERVICE INFORMATION

This Supplement contains all procedures and specifications unique to the 2006-2012 models. If a specific procedure is not included, refer to the procedure in the appropriate chapter in the main body of this manual.

This Supplement is divided into sections that correspond to the chapters in the main body of the manual.

Tables 1-7 are at the end of the appropriate sections.

CHAPTER ONE

GENERAL INFORMATION

Refer to **Table 1** for specifications unique to later models.

Table 1 VEHICLE DIMENSIONS

Dry weight	
2006 and 2007 models	172 kg (379 lb.)
2008-on models	171 kg (377 lb.)
Ground clearance	
2008-on models	146 mm (5.7 in.)
Overall height	
2006 and 2007 models	1076 mm (42.4 in.)
2008-on models	1082 mm (42.6 in.)
Overall length	
2006-on models	1739 mm (68.5 in.)
Seat height	
2006-on models	797 mm (31.4 in.)

CHAPTER THREE

LUBRICATION, MAINTENANCE AND TUNE-UP

Refer to **Table 2** and **Table 3** for specifications.

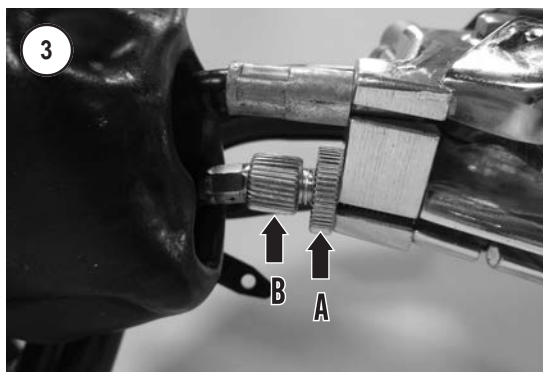
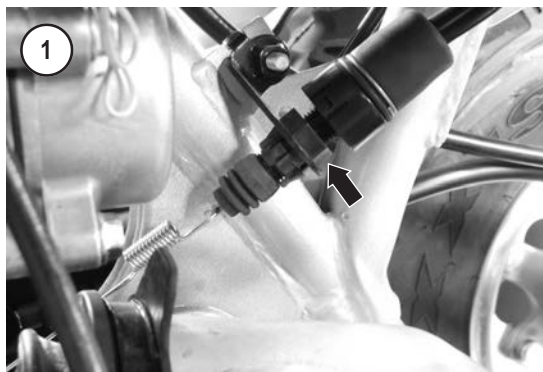
BRAKE LIGHT SWITCH ADJUSTMENT

The front brake switch is not adjustable. If the taillight does not come on when the front brake is applied, replace the switch. The rear brake switch is attached to the rear brake pedal and is adjustable. To adjust the switch, hold the switch body and turn the adjusting nut (**Figure 1**) in the appropriate direction. The brake light should turn on just before the rear brake begins to engage.

CLUTCH LEVER ADJUSTMENT

The clutch cable must be properly adjusted in order to fully disengage/engage the change clutch when shifting.

1. Check the clutch lever for proper free play as follows:
 - a. Measure the amount of free play at the end of the clutch lever (**Figure 2**). Refer to **Table 3** for the correct measurement.
 - b. If free play is incorrect, adjust the cable as described in this section.
2. Pull the rubber boot away from the lever and adjuster.
3. Loosen the locknut (A, **Figure 3**) and turn the cable adjuster (B) to increase/decrease play in the cable and lever. Note the following:
 - a. If correct play can be achieved with the adjuster, and the adjuster is close to the middle of its range of travel, tighten the locknut securely. Reposition the rubber boot and adjustment is complete.
 - b. If correct play cannot be achieved with the adjuster, or if the adjuster is fully screwed in



or out, screw the adjuster completely in. Then turn the adjuster out one full turn and make the adjustment at the engine.

4. At the engine, adjust the cable as follows:
 - a. Loosen the locknuts (**Figure 4**) and adjust the cable housing so free play is correct at the lever.
 - b. Tighten the locknuts securely.
 - c. If necessary, make fine adjustments at the lever.
 - d. Reposition the boot over the lever adjuster.
5. At engine startup, check that the clutch properly engages and disengages. If poor clutch operation continues, disassemble the change clutch and inspect for wear and damage.

REVERSE SELECTOR CABLE ADJUSTMENT

2006 and 2007 Models

The reverse selector cable must be properly adjusted to keep the transmission locked out of reverse without the use of the reverse selector lever.

1. Check the reverse selector lever for proper free play as follows:
 - a. Measure the amount of free play at the reverse selector lever (**Figure 5**). Refer to **Table 3** for the correct measurement.
 - b. If free play is incorrect, adjust the cable as described in this section.
2. At the engine, pull the rubber boot away from the adjusters (**Figure 6**).
3. Loosen the locknut and turn the cable adjuster to increase/decrease play in the cable and lever. Note the following:

- a. If correct play can be achieved with the adjuster, tighten the locknut securely. Reposition the rubber boot and adjustment is complete.
 - b. If correct play cannot be achieved with the adjuster, or if the adjuster is fully screwed in or out, the cable is damaged or fatigued. Replace the cable.
4. In a safe location, start the engine and check the following:
- a. Without using the reverse selector lever, try to shift the transmission into reverse gear. The transmission should be locked out of reverse gear.
 - b. Turn the reverse selector lever and shift the transmission into reverse gear. The transmission should be engaged with reverse gear.
 - c. Disengage reverse gear without using the selector lever. The transmission should be locked out of reverse gear.
 - d. If any of these safety checks fail, recheck adjustment. Also inspect the cable for pinching, fatigue or damage.

2008-on Models

NOTE

The cable is not adjustable and must be replaced if it doesn't properly operate the reverse selector lever.

The reverse selector cable must be in good condition to keep the transmission locked out of reverse



without the use of the reverse selector lever. Check the condition of the cable as follows:

1. In a safe location, start the engine and check the following:
- a. Without using the reverse selector lever, shift the transmission into reverse gear. The transmission should be locked out of reverse gear.
 - b. Turn the reverse selector lever and shift the transmission into reverse gear. The transmission should be engaged with reverse gear.
 - c. Disengage reverse gear without using the selector lever. The transmission should be locked out of reverse gear.
2. If any of these safety checks fail, inspect the cable for pinching, fatigue or damage. Replace the cable if it fails to operate properly, or if damage is evident.

Table 2 RECOMMENDED LUBRICANTS AND FLUIDS

Fuel	
Octane	Regular unleaded
Tank capacity w/reserve	
2008-on models	9.5 L (2.5 gal.)
Tank reserve capacity	
2008-on models	2.6 L (0.69 gal.)
Engine oil	
Grade	
2006-on models	API SG or higher, or JASO MA
Viscosity	
2006-on models	10W-30

Table 3 MAINTENANCE AND TUNE-UP SPECIFICATIONS

Clutch lever free play	10-20 mm (3/8-3/4 in.)
Idle speed	1300-1500 rpm
Ignition timing	14° BTDC at 1300-1500 rpm
Reverse selector free play	
2006 and 2007 models	14-22 mm (1/2-7/8 in.)
2008-on models	Refer to text

CHAPTER FIVE

ENGINE LOWER END

GEARSHIFT LINKAGE

2006-on models no longer use gear shift pedal linkage to disengage the change clutch. The change clutch is disengaged by the clutch lever at the handlebar. The lever uses a cable, lifter arm and lifter to actuate the clutch. Therefore, this eliminates the linkage clutch lever and sub-gearshift spindle arm. All parts from the master arm inward are the same.

CHAPTER SIX

CLUTCH AND PRIMARY DRIVE

Refer to **Table 4** for specifications.

CLUTCH RELEASE MECHANISM

Refer to **Figure 7**.

2006-on models use a cable-actuated lifter arm and lifter to disengage the change clutch. The cable is attached to the left lever at the handlebar and all gear changing is done by hand. Honda calls this the SportClutch system. The benefit of this system allows for quick starts at high engine rpm without the possibility of stalling the engine. It also gives new riders experience in using a clutch lever if they intend to progress to larger machines that use a single manual clutch.

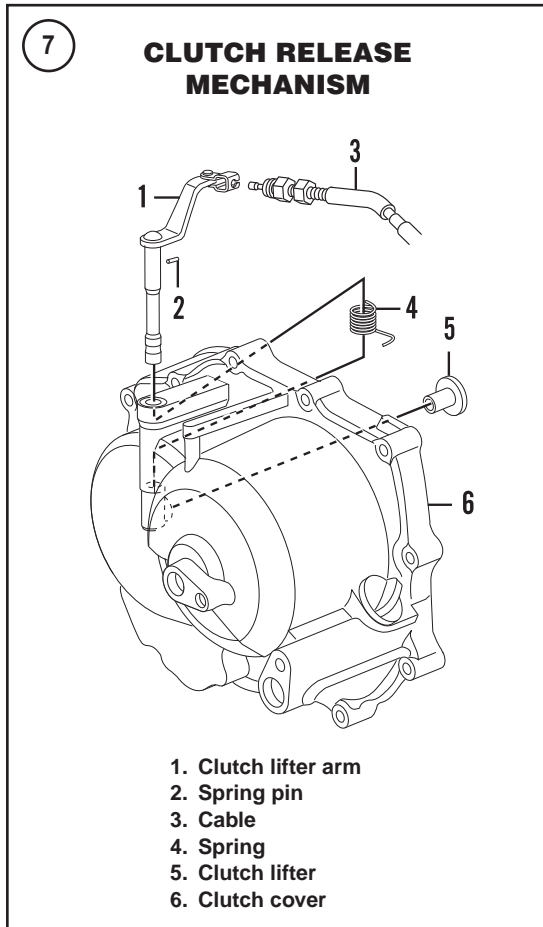
The SportClutch also eliminates the change clutch adjuster on the front of the clutch cover. All clutch adjustment is done at the handlebar lever.

CLUTCH COVER

Removal/Installation

Removal and installation of the clutch cover is essentially the same as described in Chapter Six, except for the differences noted in this section.

1. Disconnect the clutch cable as follows:
 - a. At the handlebar, loosen the locknut (A, **Figure 3**) and turn the adjuster (B) in to create maximum slack in the cable.



b. At the clutch cover, remove the locknut nearest the cable boot (**Figure 4**) and remove the cable from the clutch lifter arm. Prevent turning the remaining locknut on the cable, as its location will aid in accurately installing the cable near its original position during assembly.

2. Account for the clutch lifter when the clutch cover is removed.

3. When installing the clutch cover, turn the clutch lifter arm so the cutout in the spindle is aligned with the hole in the cover. Insert the clutch lifter, engaging it with the lifter arm spindle. Release the lifter arm so it seats with the lifter.

4. After the cover is installed, install and adjust the clutch cable as described in this Supplement.

CLUTCH LIFTER ARM

Removal/Inspection/Installation

Refer to **Figure 7**.

Use the following procedure to remove the clutch lifter arm from the clutch cover.

1. Place the clutch cover face up on the workbench.
2. Turn the clutch lifter arm and remove the clutch lifter from the cover.
3. Carefully unhook the spring to prevent damage to it.
4. Use a small driver and tap the spring pin into the lifter arm spindle. The pin must be flush so the spindle can pass through the bearing and seal.
5. Inspect the parts as follows:

- a. Inspect the lifter arm, lifter and spring for excessive wear or damage. The spring must be in good condition to fully return the lifter arm to the engaged clutch position.
- b. Clean, lubricate and inspect the bearings and seal. Check for roughness, wear and corrosion. If the bearings must be replaced, refer to Chapter One. If a new seal is required, install seal so it is 0.5-1.0 mm below the top edge of the case.

6. Install the parts as follows:

- a. Lubricate the bearings and seal with engine oil.
- b. Place the spring in the cover so the spring pin hook is facing up.
- c. Carefully insert the lifter arm spindle through the cover and through the spring. Do not attempt to hook the spring at this time.
- d. Identify the side of the pin hole in the spindle that is chamfered. From this side, drive the spring pin out until it protrudes 3 mm.
- e. Slide the spring up the spindle and hook the ends of the spring to the pin and to the cover seat.
- f. Turn the clutch lifter arm so the cutout in the spindle is aligned with the hole in the cover. Insert the clutch lifter, engaging it with the lifter arm spindle. Operate the lifter arm and assure that the spring is under tension when the lifter is raised. Release the lifter arm and check that it returns to the engaged position.

Table 4 CLUTCH SPECIFICATIONS

Item	Standard mm (in.)	Service limit mm (in.)
Change clutch spring free length	38.9 (1.53)	36.0 (1.42)

CHAPTER EIGHT

FUEL, AIR AND EXHAUST SYSTEMS

Table 5 CARBURETOR SPECIFICATIONS

Identification number	PDC1G
Slow jet	#42 x #42
Pilot screw	
Initial setting	1 1/2 turns out
Final setting	5/8 turns out

CHAPTER NINE

ELECTRICAL SYSTEM

Table 6 ELECTRICAL SYSTEM SPECIFICATIONS

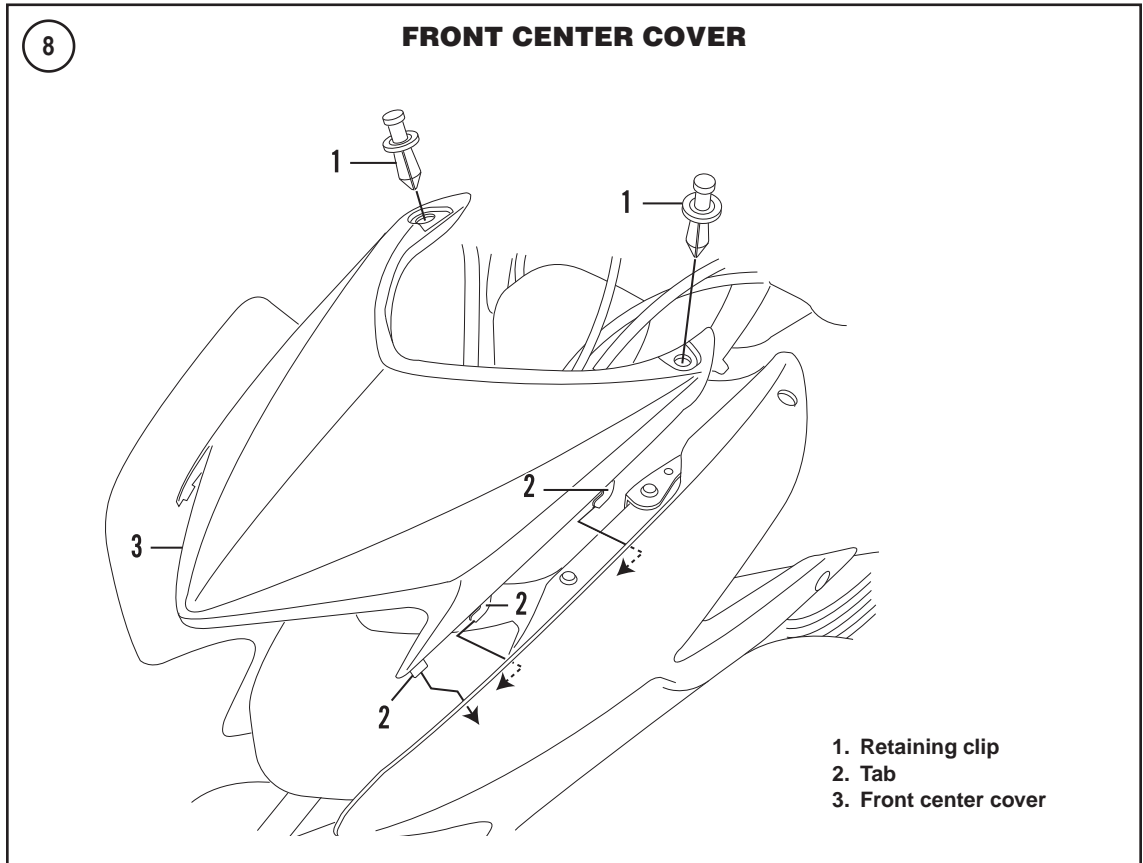
Ignition timing	14° BTDC at 1300-1500 rpm
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Table 7 BULB SPECIFICATIONS

Item	Specification
Brake light/taillight	LED
Headlight	12 volt-39/39 watts x 2
Neutral indicator	12 volt-3.0 watts
Reverse indicator	12 volt-3.4 watts

CHAPTER FOURTEEN

BODY



FRONT CENTER COVER

Removal/Installation

Refer to **Figure 8**.

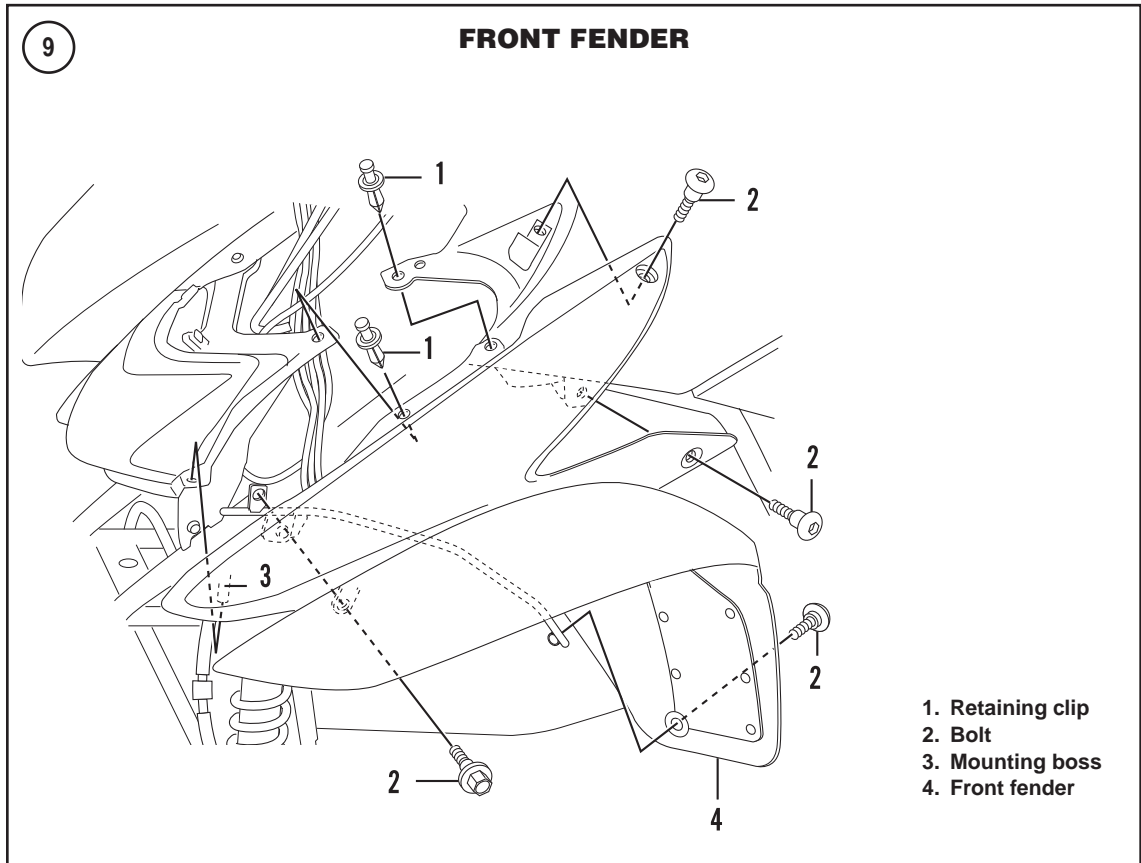
1. Remove the two retaining clips.
2. Pull the front center cover to the rear and release the tabs from the front fender.
3. Reverse the removal procedure to install the front center cover.

FRONT FENDER

Removal/Installation

Refer to **Figure 9**.

1. Remove the front center cover as described in this Supplement.
2. Remove the two retaining clips.
3. Remove the four bolts.
4. Release the fender from the mounting boss.
5. Reverse the removal procedure to install the front fender. Tighten the four bolts securely.



FUEL TANK COVER

Removal/Installation

Refer to **Figure 10**.

1. Remove the seat as described in Chapter Fourteen.
2. Remove the front center cover as described in this Supplement.
3. Remove the four retaining clips.
4. Remove the four bolts.
5. Remove the fuel cap.
6. Release the tabs at each side of the cover and remove it from the machine.
7. Install the fuel cap.
8. Reverse the removal procedure to install the fuel tank cover. Tighten all of the bolts securely.

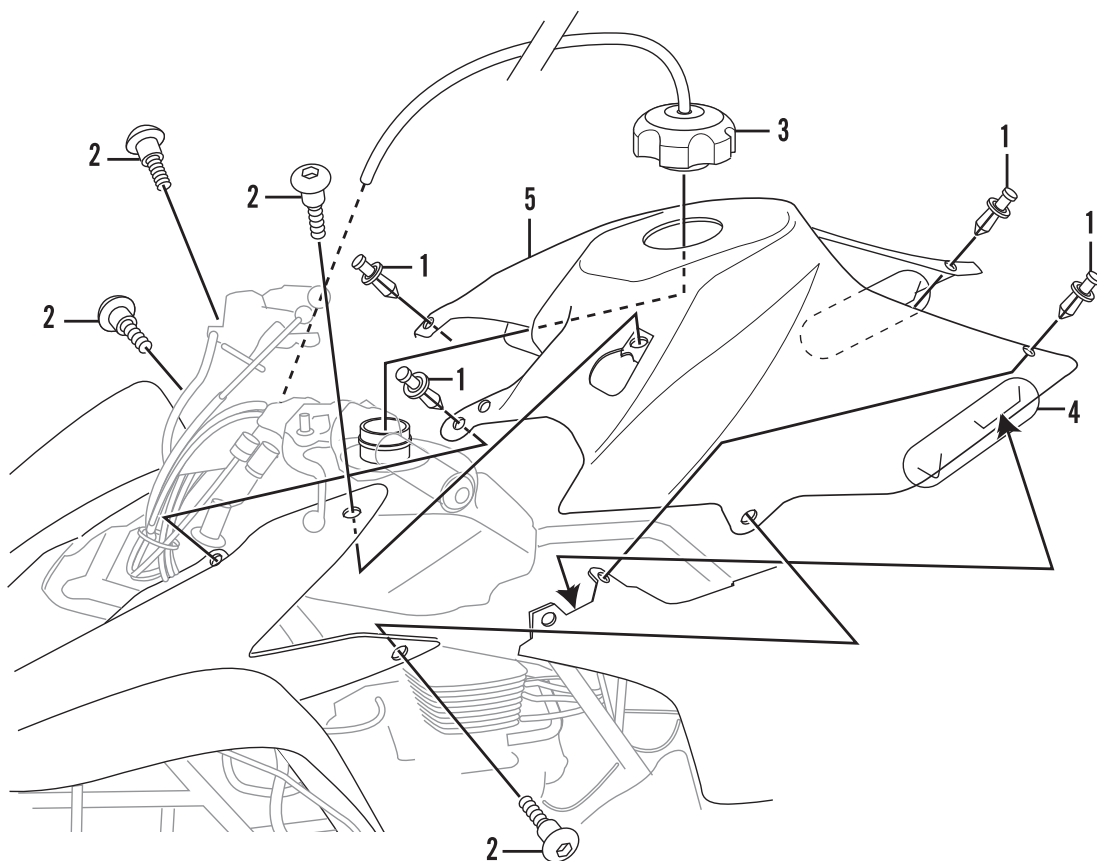
REAR FENDER

Removal/Installation

Refer to **Figure 11**.

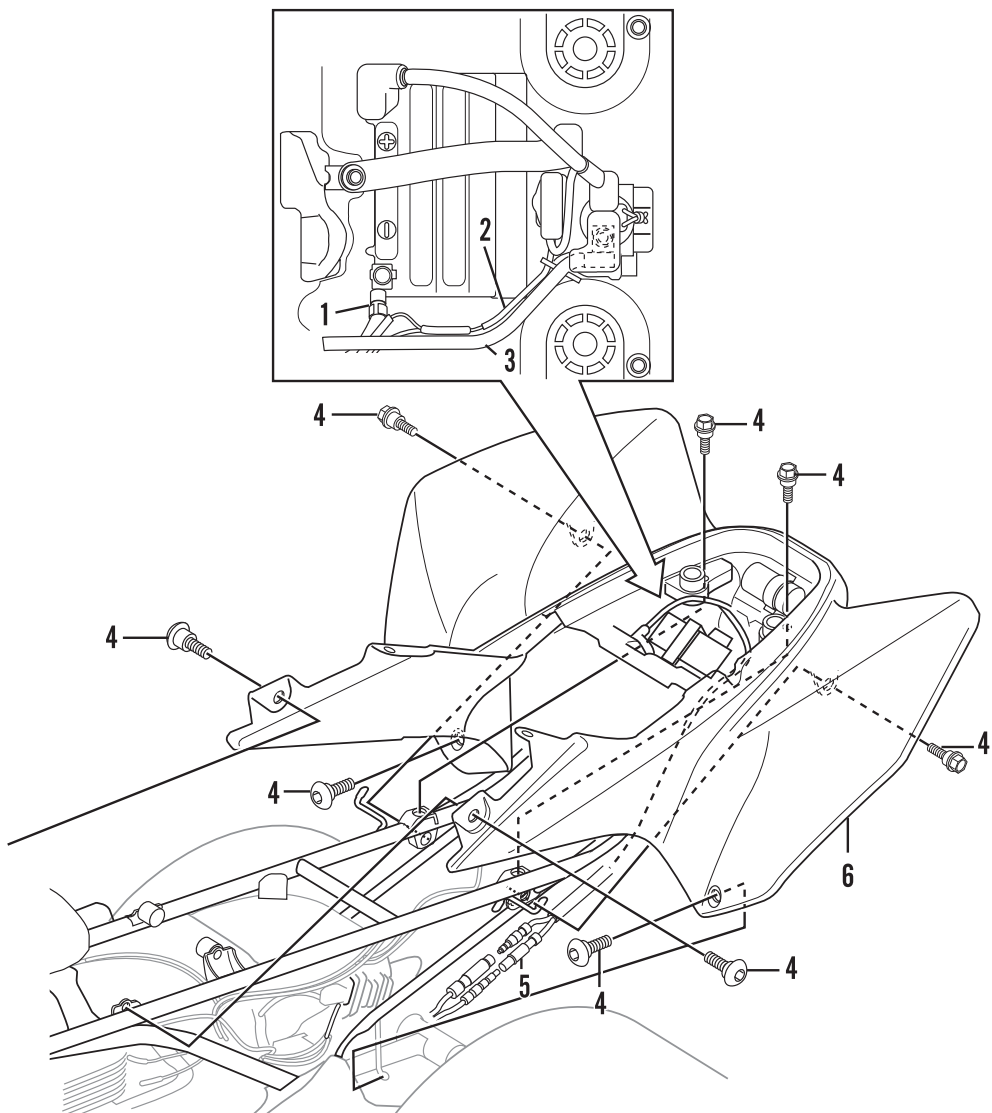
1. Remove the fuel tank cover as described in this Supplement.
2. Disconnect the negative battery cable.
3. Disconnect the starter cable from the starter relay switch.
4. Disconnect the main fuse from the starter relay switch.
5. Disconnect the starter relay wire connectors and remove any clamps securing them to the fender.
6. Remove the eight bolts securing the fender.
7. Remove the rear fender from the machine.
8. Reverse the removal procedure to install the rear fender. Note the following:
 - a. Tighten all of the bolts securely.
 - b. Make sure all connectors are securely fastened.
 - c. Install any clamps securing the starter relay wire connectors to rear fender.

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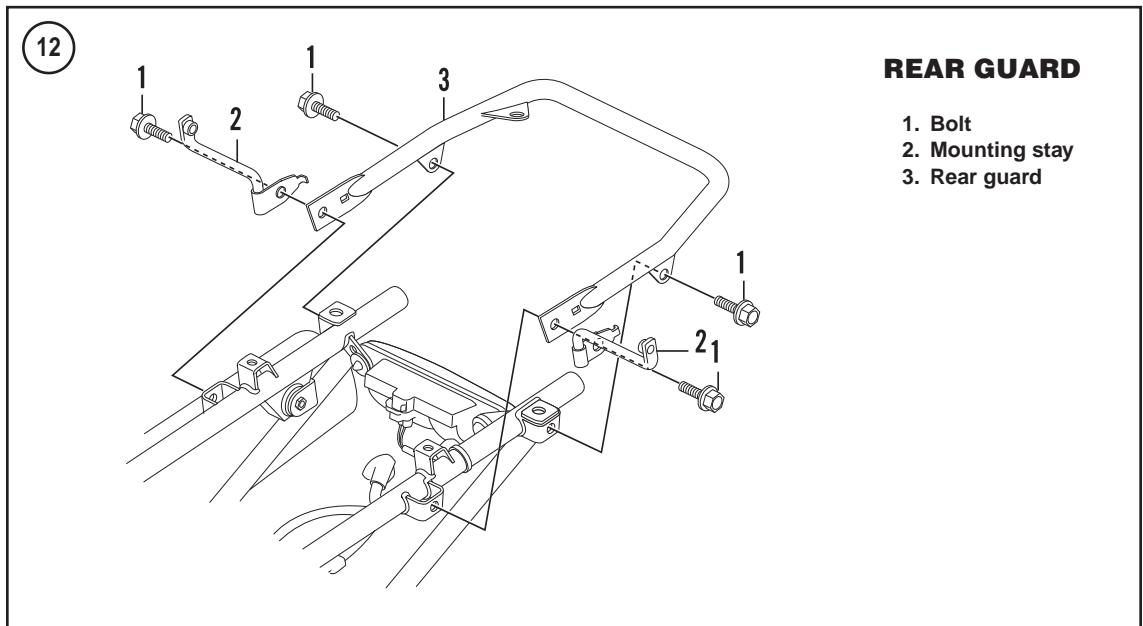
FUEL TANK COVER

- 1. Retaining clip
- 2. Bolt
- 3. Fuel cap
- 4. Tabs
- 5. Fuel tank cover

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REAR FENDER

- 1. Negative battery cable
- 2. Main fuse wire
- 3. Starter cable
- 4. Bolt
- 5. Wire connectors
- 6. Rear fender



REAR GUARD

Removal/Installation

Refer to **Figure 12**.

1. Remove the rear fender as described in this Supplement.
2. Remove the four bolts and two mounting stays securing the rear guard.
3. Remove the rear guard from the machine.
4. Reverse the removal procedure to install the rear guard. Tighten all of the bolts securely.

HANDLEBAR COVER

Removal/Installation

Refer to **Figure 13**.

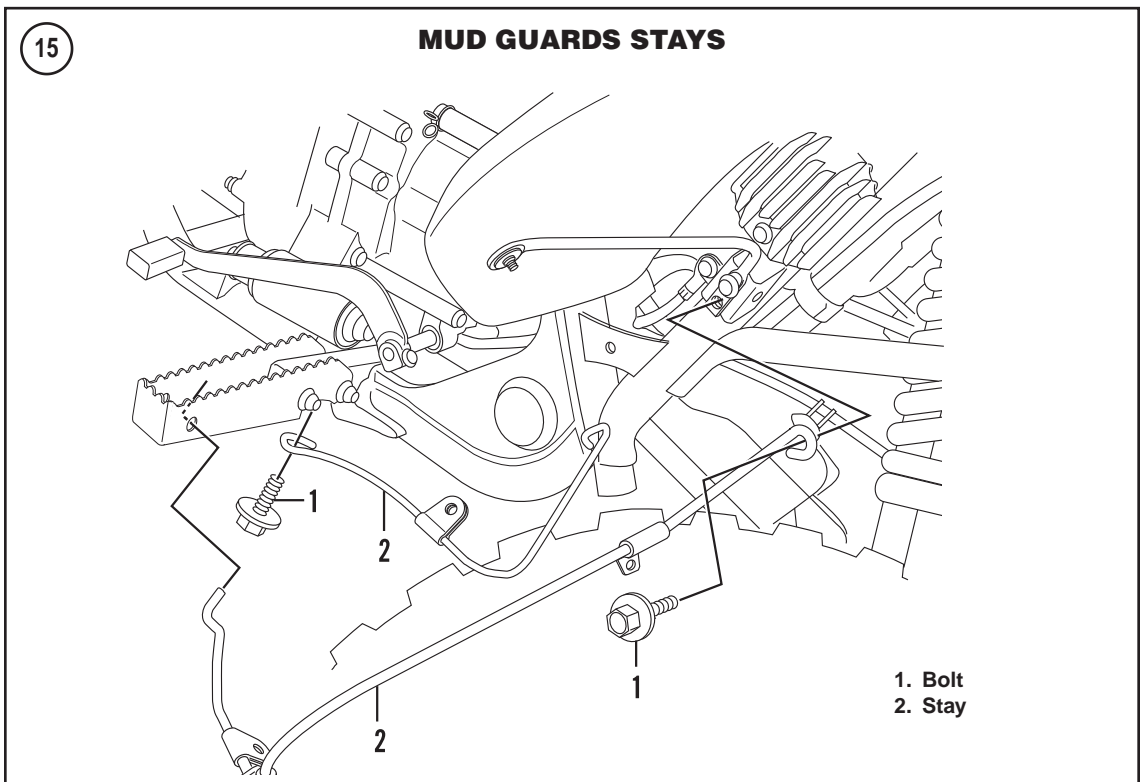
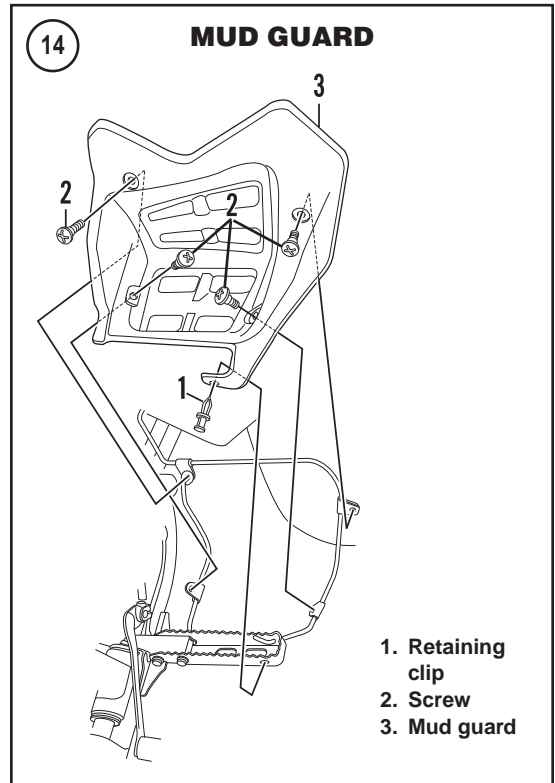
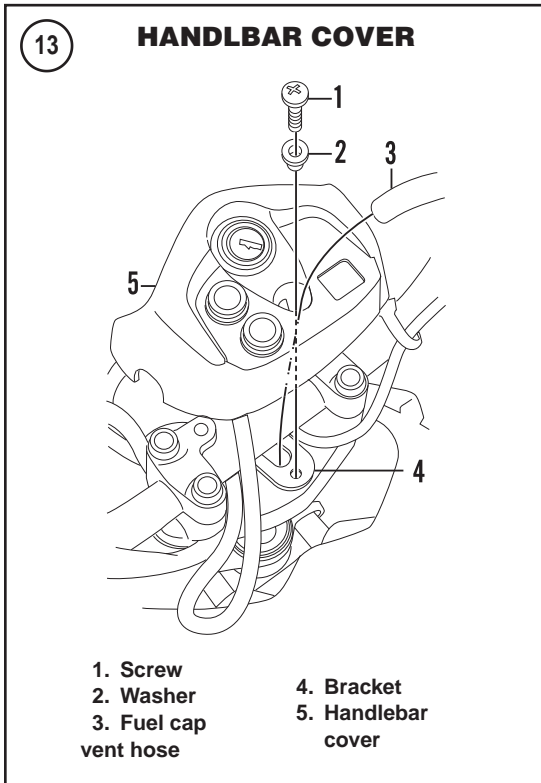
1. Remove the front center cover as described in this Supplement.
2. Disconnect the wire connectors leading to the ignition switch.
3. Release the wires from the clamps.
4. Remove the fuel cap vent hose from the bracket.
5. Remove the screw and washer securing the cover to the bracket.
6. Remove the handlebar cover from the handlebar.
7. Reverse the removal procedure to install the handlebar cover. Note the following:
 - a. Tighten all fasteners securely.

- b. Make sure all connectors are securely fastened and the wires are secured in place by their clamps.

MUD GUARDS AND FOOTPEGS

Removal/Installation

1. Remove each mud guard (**Figure 14**) as follows:
 - a. Remove the retaining clip.
 - b. Remove the four screws from the mud guard.
 - c. Remove the mud guard from the mounting stays.
 - d. Reverse the removal procedure to install the mud guard. Tighten the four screws securely.
2. Remove each set of mud guard mounting stays (**Figure 15**) as follows:
 - a. Remove the two bolts securing the stays to the machine.
 - b. Remove the stays from the machine.
 - c. Reverse the removal procedure to install the mud guard stays. Tighten the two bolts securely.
3. Remove each footpeg as follows:
 - a. Remove the mud guards and mounting stays.
 - b. Remove the two mounting bolts and nuts securing the footpeg to the machine.
 - c. Reverse the removal procedure to install the footpeg. Tighten the mounting bolts and nuts securely.



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